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Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

308 03/04/05

MEETING OF THE

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

Thursday, June 16, 2005

10:00 a.m. – 12:00 p.m.

SCAG Offices

818 W. 7th Street, 12th Floor

San Bernardino Conference Room

Los Angeles, CA 90017

(213) 236-1800

Video Conference Location

SCAG Inland Empire Office

3600 Lime Street, Suite 216

Riverside, CA 92501

(951) 784-1513

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Sina Zarifi at (213) 236-1853 or zarifi@scag.ca.gov.

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PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

AGENDA

ITEM		PAGE #
1.0	<u>Call to Order and Introductions</u>	Chair Doug Kim, LACMTA
2.0	<u>Public Comment Period</u> Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to staff before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.	
3.0	<u>Consent Calendar</u>	
3.1	<u>Approval of Meeting Minutes from April 21, 2005</u> <i>Attachment</i>	1
4.0	<u>Discussion Items</u>	
4.1	<u>RTP Update Issues</u>	Hasan Ikhrata & Keith Killough, SCAG
4.2	<u>Standing Items</u>	
4.2.1	<u>TDM / Non-Motorized</u> <i>(no report)</i>	
4.2.2	<u>Highways and Arterials</u> <i>High Flow Arterial Study – Phase I</i>	Tom Carranza, LADOT
	<i>Overview of State Operations & Maintenance Strategies</i>	John Wolf, Caltrans HQ
4.2.3	<u>Growth Forecast</u> <i>2007 RTP Growth Forecast Process</i> <i>Attachment</i>	Frank Wen, SCAG
	<i>2007 RTP Employment Projection Update: Methodology and Preliminary Results for the Regional Total</i>	Frank Wen & Hsi- Hwa Hu, SCAG
4.3	<u>Overview of Modeling Activities</u>	Deng Bang Lee, SCAG

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

AGENDA

ITEM		PAGE #
4.4	<u>Regional Comprehensive Plan (RCP) Update</u> <i>Attachment</i>	Jacob Lieb, SCAG 14
5.0	<u>Staff Report</u>	
6.0	<u>Comment Period</u> Any Committee member, member of the public, or staff desiring to comment on items not covered on the agenda may do so at this time. Comments should be limited to three minutes.	
7.0	<u>Next Meeting Date & Adjournment</u> The next meeting date is Thursday July 21, 2005, 10 a.m. to 12:00 p.m.	

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

MINUTES for April 21, 2005

The following minutes are a summary of the Plans & Programs Technical Advisory Committee (TAC) meeting. Audio cassette tapes of the actual meeting are available for listening at SCAG's office.

1.0 Call to Order and Introductions

The Chair Mr. Douglas Kim, LACMTA, called the meeting to order. Introductions were made.

2.0 Public Comment Period

There were no comments.

3.0 Consent Calendar

3.1 Approval of Meeting Minutes from March 17, 2005

The meeting minutes were approved.

3.2 RTP Goals, Policies, and Performance Measures

Mr. Douglas Kim, LACMTA, stated that at last month's TAC meeting, staff presented the goals, policies, and performance measures that the TAC had developed for the 2004 RTP. Since those were not included in the agenda package, Mr. Kim requested that the item be brought back to give everyone the chance to review. Mr. Kim acknowledged the efforts of Mr. Tarek Hatata, System Metrics, and Mr. Ty Schuiling, SANBAG, in leading the effort several years ago.

Mr. Schuiling stated that the HOV policy (#4) had been debated back and forth previously, and should be taken out for internal consistency. It singles out one mode when we are striving for a multi-modal plan. Mr. Al Bowser, SCAG, stated that last November the Regional Council and Transportation & Communications Committee both reaffirmed that policy when they adopted the HOV System Effectiveness Study. Ms. Joanna Capelle, SCRRA, stated that there are other important gaps, and suggested using the term "transportation gap closures" instead of "HOV gap closures" for policy #4.

The TAC reaffirmed the RTP goals, policies, and performance measures with Ms. Capelle's proposed revision to policy #4.

Mr. Rich Macias, SCAG, stated that we may need to develop additional performance measures, such as land use measures, and staff will bring those

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

MINUTES for April 21, 2005

forward to the TAC as necessary. Mr. Schuiling added that there needs to be consideration of consistency between the Regional Comprehensive Plan (RCP) and the RTP. Mr. Macias stated that staff would return to the TAC with an update on the RCP process.

4.0 **Discussion Items**

4.1 **TAC Roles & Responsibilities**

Mr. Douglas Kim, LACMTA, stated that since last month's meeting, an ad hoc subcommittee had met and proposed the following clarification of roles and responsibilities for the TAC:

1. Continue to review the technical issues associated with RTP preparation (including modeling, growth, alternatives, etc.);
2. Provide technical review and participative support for consideration of issues that go before task forces that don't have their own technical committee, including the Goods Movement, Long Range Transportation Finance, Maglev, Compass, and RCP task forces;
3. Focus on issue areas that don't have a separate task force, including highway and arterial, transportation demand management, and non-motorized issues, while acknowledging that the TAC may not be able to address all the pertinent aspects of these topics.

Additionally, Mr. Kim suggested that the TAC work with SCAG staff to try to increase TAC attendance, particularly from modal representatives from other task forces.

Mr. Rich Macias, SCAG, stated that, when pertinent and with the task force's consent, staff will strive to bring to the TAC all unresolved technical issues as they relate to the RTP. Mr. Kim noted that the TAC is prepared to assist as a sounding board to help staff in the technical process of developing a bullet-proof RTP. Mr. Ty Schuiling, SANBAG, stated that in a bottom-up planning process there needs to be a broad base of understanding and participation. Mr. Macias noted that the Regional Council is comfortable with the current process; last year, under President Ron Roberts, the Regional Council evaluated all of the task forces and membership and actually eliminated some of the committees.

Mr. Schuiling stated that the TAC would like to have an opportunity to see material in advance of it going to the task force. It is not the TAC's job to second-guess policy decisions made by the task forces, but it is the TAC's job to help staff provide a sound technical basis for the discussion that occurs at the task forces.

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

MINUTES for April 21, 2005

Mr. Macias stated it would be appropriate to let the task forces themselves determine which issues should be brought to the TAC.

Mr. Schuiling noted that the MOU for the predeployment engineering for the Maglev IOS actually stipulates that materials generated by the consultant get reviewed by a subcommittee of the TAC or the full TAC, before going to the Maglev Task Force. This is the model that should be applied to the other planning arenas as well.

Ms. Gail Shiimoto-Lohr, OCCOG, stated the intent was to allow the TAC to help to prevent any disconnect in the flow of communication between SCAG and other agencies, and to allow issues to be discussed at the TAC level before being brought to the task force level.

Mr. Naresh Amatya, SCAG, stated that we had established a process during the last RTP where we kept the TAC apprised of task force activities through a matrix updated by the consultant.

Mr. Kim noted that the ad hoc committee had some concern that the growth forecast was being adequately addressed by the TAC, and asked staff for a summary of the growth forecast process. Ms. Lynn Harris, SCAG, stated that the growth forecast is a significant part of our work program for the current and upcoming fiscal years. The Regional Council has reviewed all task forces and subcommittees and their activities, and has approved the role of the TAC in providing technical oversight of the growth forecast. Ms. Harris stated that forecasting staff has presented to the TAC on a regular basis, and the TAC has been kept apprised at each step of the way. The growth forecast process has been presented to the TAC and it has been adopted by the CEHD, who has purview and responsibility for acceptance of the forecast before it is integrated into the final RTP.

Ms. Harris stated that the forecast process for the 2007 RTP is not going to be as contentious or lengthy a process as the last RTP for three reasons. First, we are in the first cycle after a decennial census. Second, we have consensus with the integration of the Compass program into the forecasting policy side, and we have an agreement and follow-through that we accept local planning numbers through 2010 in most of the region. Third, we adopted the 2004 RTP growth forecast at the subregional level in addition to the regional level.

Ms. Shiimoto-Lohr requested that staff reports or information shared with CEHD also be shared with the TAC. Ms. Harris stated that it should be considered a joint responsibility for communication, and with our expanded use of the web, TAC

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

MINUTES for April 21, 2005

members can also review materials they have an interest in. Ms. Tracy Sato, City of Anaheim, stated the request for information is in order to allow the TAC to assist SCAG staff to help head off any potential issues.

There was consensus in the TAC on the proposed roles and responsibilities. Mr. Kim asked staff to return with the response to this proposal from the task forces and from SCAG management. Mr. Macias stated that SCAG would be getting a new President and Executive Committee at the General Assembly, and staff would bring forward the TAC's proposals and the possible need for additional technical expertise in its membership.

Mr. Kim stated that the TAC agenda should have standing items so people can know that there is a place here formally for those issues that don't have a task force.

4.2 RTP Schedule

Mr. Naresh Amatya, SCAG, presented an update on the RTP schedule. A handout was provided. Mr. Amatya stated that the RTP schedule was brought to the TAC in February. The TAC's input was brought to the TCC in March, and the TCC endorsed the concept of possibly accommodated an accelerated RTP if the necessary. Under the accelerated schedule, the goal would be to release a draft RTP by June 2006 and adopt the final RTP in August 2006. The TCC's main concern was that recent changes, such as the final recommendations of the 710 corridor study, be reflected appropriately in the updated RTP. Mr. Amatya added that the final decision to accommodate an accelerated RTP would occur in November or December of 2005.

4.3 Recent Trends in Population and Households: Implications for RTP Growth Forecast

Mr. Simon Choi, SCAG, presented the recent trends in population and households and the implications for the RTP growth forecast. A handout was provided. Mr. Choi stated that based upon recent estimates released by the US Census Bureau and the CA Department of Finance, population increased by 200,000 more than what had been projected for 2004. Net domestic migration and net immigration during 2000-2004 were more than projected, while fertility rates and mortality rates over the same period declined faster than projected. As a result, SCAG will adjust its fertility and mortality assumptions downward and its net immigration assumptions upward. Domestic migration will be determined later because SCAG's projection is a function of economic employment projections.

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

MINUTES for April 21, 2005

Regarding households, actual estimates of households are 10,000 lower than what was projected for the year 2004. This, combined with population growth, results in a higher population per household in 2004 than what was projected. Housing construction activity has been strong since 1995. Headship rates may be adjusted downward, and SCAG may use 2004 headship rates for developing household projects for the 2007 RTP.

To clarify, Mr. Choi stated that households refers to occupied housing units. Mr. Choi stated that staff will use the recent data to refine the growth forecast assumptions and bring the revised assumptions back to the TAC at a later date.

4.4 Measure Extensions for Riverside and San Bernardino Counties

This item was held until after Item 4.5. Mr. Ken Lobeck, RCTC, indicated that Riverside has not done much in the way of formal prioritization of measure projects. There are a lot of issues to be resolved, and work will not be done until fall. Riverside's measure expires in 2009.

Mr. Ty Schuiling, SANBAG, stated that San Bernardino is currently preparing a strategic plan for the administration of the new measure. The existing measure expires in 2010. Mr. Schuiling stated that, given the situation with state and federal funding, they would have rely on the first several years of new measure money to finish delivery of projects from the first expenditure plan. The strategic plan will address the issue of project prioritization, as the new expenditure plan does not commit to delivering specific projects. The project lists submitted to SCAG for the 2004 RTP served as the basis for the sizing of the relative pots of money in the expenditure plan. Consideration was also given for the availability of state and federal revenues to help pay for some of the projects. There are different expenditure plans for different parts of the county. Like Riverside, the San Bernardino measure has a development mitigation component. There is a linkage with the Congestion Management Program (CMP), and the enforcement mechanism would be to withhold gas tax dollars pursuant to the CMP compliance statute.

Mr. Schuiling stated there was a lawsuit filed by the local chapter of the Sierra Club challenging the lack of an EIR. SANBAG had used the CEQA exemption for revenue measures. The suit was filed against both SANBAG and the County, which had put the measure on the ballot. The statute of limitations had run out on the CEQA action, but not on the County's action, and SANBAG believes the judge erred in failing to set aside the suit. A writ was filed with the appeals court to overturn the superior court action, and it has been accepted.

MINUTES for April 21, 2005

4.5 Compass Land Use Performance Measures

Mr. Glen Bolen, Fregonese Calthorpe Associates, discussed current efforts to monitor changes in land use. A handout was provided. Mr. Bolen stated that the purpose of Compass was to take advantage of what we know can work in land use to help transportation. This includes the interactions that can affect travel behavior, such as proximity and mode choice availability, and help promote shorter trips and increase non-auto modes.

Mr. Bolen stated that, in preparing Compass, the idea was to find minimal areas of change (i.e. the 2% Strategy) where, by making policy changes, we would have the maximum benefit for the subregions and region. The 2% areas are major corridors, employment areas, and housing centers, where what is planned for the future may differ significantly from what is currently happening.

Mr. Bolen stated that, in terms of VMT, over one-third of the benefits from the RTP were driven by land use. While we have shown in the model that these benefits do happen, more important is what we need to do to make these things happen, and that is why we are developing a monitoring system. The 2% areas will be monitored using Inter-government Review (IGR), Census, and TAZ data to see if goals are being met and address any unexpected issues that require corrective action.

Mr. Bolen stated that we are using the time we have between now and 2010, when the land use changes are assumed to begin, as a ramp-up period to see if we are on track. In terms of land use, we will be looking at several possible indicators such as:

- Vacant land absorption
- Increase number of housing units
- Redevelopment by housing type (single family, attached, multifamily)
- Housing and employment density
- Change in land use plans to match Growth Vision
- Jobs/Housing ratio

Next, Mr. Bolen presented TAZ and Census data for 1990-2000 and for 2000-2003. Between 1990 and 2000, one-third of the employment growth in the region occurred in the 2% areas. However, between 2000 and 2003, the 2% areas actually lost jobs as a result of the continuing trends in the Los Angeles area. Given the recession, it is difficult to know if this is just a spike in data, and long-term monitoring will help clarify the issue. Between 2000 and 2003, the 2% areas were responsible for one-third of the region's household growth, and a majority of

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

MINUTES for April 21, 2005

the region's population growth, resulting in a 13:1 ratio of people to households in those areas.

Mr. Bolen stated that the goal is to develop a tracking system that is portable and can be used by SCAG and its partners at all levels.

Next, Mr. Tarek Hatata, System Metrics, gave the second half of the presentation. He stated that, while there are leading land use indicators (such as jobs/housing ratio) that you can see up front when there are general plan changes, there are also lagging indicators such as the transportation system performance measures the TAC approved today. There are several challenges to monitoring the effectiveness of the growth vision strategies. First, we require field data and are thus limited to the data that is available. Arterials in particular have little accessible data. Freeway data can be used as a proxy. Transit data is readily available.

Second, a more complicated measure is economic growth. Economic conditions tend to be projected as a straight line, while in reality the economy rises and falls in cycles. A way to address this is to normalize results by capita or employee. Third, modeling provides five-year performance projections that may be based on a straight line. Fourth, model outcomes are almost never repeatable with field data. A solution would be to track the percent improvement rather than the nominal results from the model. Fifth, the impacts of growth vision strategies will be difficult to measure at the regional level, so we should do this at the local level as well.

Mr. Hatata stated that benefit-cost analysis needs to be done at the local level as well. Transportation-specific investments such as new transit service should be included in this analysis, but there are private investments such as incentives for development that should not be included.

Mr. Hatata summarized the regional monitoring framework. For each indicator, we would identify the percentage of performance improvement due to growth visioning and develop annual projections from 2010 onwards. Then, at each RTP cycle we would collect field data and calculate the indicators for comparison against the projections. At the local level, projected improvements should be identified at the zip code or TAZ level. Field data should be collected annually at this level.

Mr. Hatata identified further challenges for the monitoring approach: updates to the model every RTP cycle will change projected benefits; the cost of monitoring can be high; results will not capture non-transportation benefits; arterial

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

MINUTES for April 21, 2005

performance is not monitored; induced demand may occur; and we have to be careful about making premature conclusions.

In response to a question, Mr. Hatata stated that the 2007 RTP should identify a commitment to commence monitoring in the 2010 RTP. In future RTPs, the monitoring results should inform and impact how aggressively we should pursue certain strategies. Ms. Gail Shiimoto-Lohr, OCCOG, stated that this monitoring of outcomes would not capture why people are behaving the way they are, and whether it has changed because of the land use. Mr. Bolen stated that regional travel surveys would provide some insight and help calibrate models. Mr. Douglas Kim, LACMTA, asked if there would be statistical problems with being able to draw solid conclusions. Mr. Bolen stated that over time our results will become more precise.

Ms. Tracy Sato, City of Anaheim, stated that studies on mixed use and transit use have been done in San Diego and Portland. Mr. Bolen responded that these studies were used to help develop Compass.

5.0 Staff Report

There was no staff report.

6.0 Comment Period

There were no comments.

7.0 Next Meeting Date & Adjournment

The next meeting date was announced as May 19, 2005, and the meeting was adjourned.

PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

MINUTES for April 21, 2005

Attendance

Name	Agency
Joanna Capelle	SCRRA
Eric Carlson	LACMTA
Dana Gabbard	So. Calif. Transit Advocates
Falan Guan	LACMTA
Tarek Hatata	System Metrics
Katherine Higgins	SCAQMD
Jack Humphrey	Gateway Cities COG
Douglas Kim	LACMTA
Steve Levy	CCSCE
Ken Lobeck	RCTC
Richard Marcus	OCTA
David Mootchnik	So. Calif. Commuters Forum
Tracy Sato	City of Anaheim
Ty Schuiling	SANBAG
Gail Shiomoto-Lohr	Orange County COG
John Stesney	LACMTA
Jack Tsao	City of Los Angeles
Tony Van Haagen	Caltrans-District 7
Carla Walecka	Transportation Corridor Agencies

Via audio/video conference

Paul Fagan	Caltrans-District 8
Bill Gayk	CSU Fullerton
Brian Kuhn	City of Palmdale

SCAG Staff

Naresh Amatya
Rosemary Ayala
Al Bowser
Jennifer Brost
Mark Butala
Simon Choi
Lynn Harris
Hsi-Hwa Hu
Keith Killough
Philip Law
Rich Macias
Sina Zarifi

REPORT

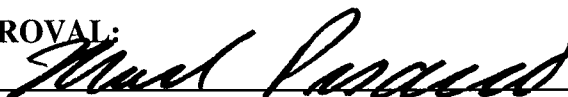
DATE: February 3, 2005

TO: Community, Economic and Human Development Committee

FROM: Frank Wen, Senior Economist, (213) 236-1854, wen@scag.ca.gov

SUBJECT: 2007 RTP Growth Forecast Update Process

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Provide comments, inputs and direct staff to proceed with the 2007 RTP Growth Forecast Update Process.

BACKGROUND AND SUMMARY:

The current FY 04-05 OWP 05-055 requires Community Development Division to start the 2007 RTP growth forecasting process. As in previous forecasts, Community, Economic and Human Development Committee will oversee the 2007 RTP Growth Forecasting Update Process. Staff will work closely with subregions and subregional coordinators to move the process forward, and report key development and progress to Planning & Programming Technical Advisory Committee.

Community Development staff have started key preparation works from last July in order to lay the foundations to complete the 2007 RTP. Those preparation works, some still on-going, include developing 2000/2003 socioeconomic data for transportation modeling improvement, update and validation, coordinating with transportation analysis, programming, modeling and growth visioning staff on a master schedule for completion of 2007 RTP/EIR.

Attached is the draft 2007 RTP Growth Forecast Update Process. In light of the most recent socioeconomic trends and data at macro and region/county/city levels, it is expected that 2007 RTP growth forecast will require only minor update/adjustment from the adopted 2004 RTP growth forecast. Thus, built upon the consensus reached for 2004 RTP Growth Forecast, staff envision the public participation and outreach process will just require quick consultations with forecasting experts, stakeholders, and simple reviews from subregions and local jurisdictions. Finally, the implementation of growth visioning strategies and their monitoring will provide inputs to refine growth distributions. Staff will formally present these findings and evidences in a separate meeting.

The major milestones of the 2007 RTP Growth Forecast Process include:

- May 2005: Draft 2007 RTP Growth Forecast Update of no-project forecast at region and county level.
- October 2005: Draft 2007 RTP Growth Forecast Update of no-project forecast at City/Small Area level.
- December 2005: Final Draft 2007 RTP Growth Forecast Update of no-project growth forecast
- January 2006: CEHD action to proceed the development of Draft 2007 RTP/EIR Growth Forecast Alternatives
- October 2006: CEHD action to release Draft 2007 RTP/EIR Growth Forecast
- April 2007: CEHD action to adopt the 2007 RTP/EIR Growth Forecast.

REPORT

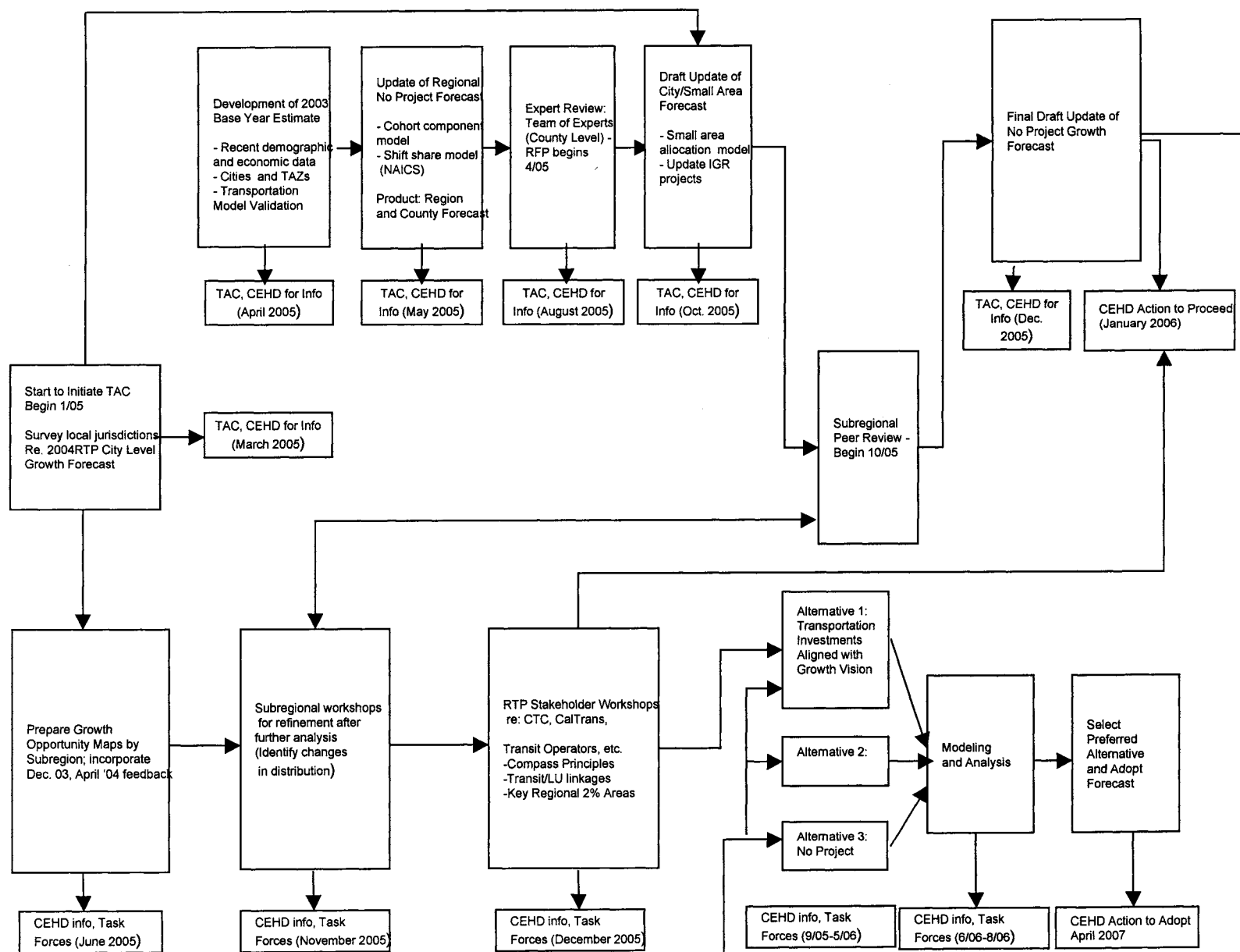
FISCAL IMPACT:

This project is programmed in the FY 2004-05 SCAG Overall Work Program and it will be further carried over to the FY 2005-06 SCAG Overall Work Program.

ATTACHMENT:

Draft 2007 RTP growth forecast update process (flowchart & schedule).

2007 RTP Growth Forecast Update Process



MEMO

DATE: June 16, 2005

TO: PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

FROM: Jacob Lieb, Acting Lead Regional Planner
(213) 236-1921, lieb@scag.ca.gov

RE: Regional Comprehensive Plan (RCP) Update

SUMMARY

During the current fiscal year, staff is preparing draft chapters for a new Regional Comprehensive Plan (RCP). The drafts will be circulated shortly for review and comment. The purpose of this report is to update the Committee on progress and next steps.

BACKGROUND

The purpose of an RCP for the SCAG region is to implement the visions incorporated in various plans by doing the following:

1. Collect and consolidate policies of the Regional Council.
2. Create a clear and usable set of implementation actions, consistent with the region's policies, for outside entities.
3. Form the basis for SCAG's on-going Intergovernmental Review program.
4. Develop a set of plan outcomes and indicators across the full spectrum of planning and resource areas.

Content of Plan

An outline for the RCP has been developed. It includes the following chapter/topics:

- Land Use and Housing
- Air Quality
- Transportation
- Economy and Education
- Water
- Habitat and Open Space
- Energy
- Solid Waste

Each chapter will feature a listing of applicable regional policies, an implementation action plan, and a set of desirable plan outcomes.

MEMO

Progress to Date

During the current fiscal year, staff has worked with the Regional Comprehensive Plan Task Force (comprised of Regional Council members) to review policies and to devise a preliminary action plan within each of the chapter topics. These two areas will be featured in preliminary draft chapters that will be circulated for review and comment beginning July 1. (Many preliminary draft chapters are currently available on the web – www.scag.ca.gov/rcp.)

Adjustments to Process

In considering how to make best use of the RCP effort, SCAG staff will propose several adjustments to the RCP process, as follows:

Rather than adopt a draft plan early in 2005-2006, and then adopt a final plan later in the year, the near-term action will be to release a preliminary draft for review and comment. This public participation period will be extended to run concurrent with the development of the 2007 RTP. The next RTP and the RCP will be adopted at the same time. The RCP will incorporate new planning and policy work done in the RTP process.

Next Steps

As discussed, preliminary draft chapters will be released within the next 2 months. The focus of effort in the coming year is in developing plan outcomes, and in reviewing and refining action plans. The RCP Task Force will continue to meet monthly, with each meeting focusing on 2 chapter topics. Additionally, some number of RCP Task Force meetings will be coordinated with the Benchmarks Task Force so that a full discussion on outcomes and indicators can be held.